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6.0 TEN YEAR IMPLEMENTATION PLAN (FY 2017 – FY 2026)

The Ten Year FY2017-FY2026 *MDT10Ahead* Implementation Plan Tables present the transit project items' cost and status as of December 2015, with page references to the *MDT10Ahead* 2014 Major Update page for detailed project descriptions. Tables 6-1 through 6-3 list DTPW's Funded, Partially Funded, and Unfunded Projects. Information highlighting changes in scope, timing, budget or completion versus the 2015 Annual Update is also provided in each table. Finally, Section 6-4, Moving Forward Together, presents DTPW's vision for eight corridors for potential application of premium transit service.

DTPW's strategy for this implementation plan is to improve existing Metrobus routes, implement new Metrobus routes, advance premium transit corridors identified throughout Miami-Dade County and discontinue unproductive routes. DTPW will continue to focus on improving on-time performance, providing a clean and attractive system for passenger use, improve customer convenience through the latest available technology and assess system expansion opportunities.

6.1 Funded Transit Projects

Table 6-1 presents a listing of various capital, operational, and infrastructure improvement projects that are funded and will be implemented within the *MDT10Ahead* planning horizon over the next ten years.

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Table 6-1: Funded Transit Projects FY 2017 - FY 2026

| Map ID # | Project Name | Location | Project Description Reference MDT10Ahead Major Update Page | Commission District | Project | | Cost (in 000s) | | Number of Buses† | Type of Change | Status | | 2040 LRTP Status |
|------------|--|---|---|---------------------|---------|--|--|--------------|----------------------------|--------------------------|---|---|------------------|
| | | | | | Type§ | Phase | Capital Cost | O&M (Annual) | | | 2015 Annual Update Implementation Year* | 2016 Annual Update Implementation Year* | |
| 1 | SR 836 Express Bus C Line | Dolphin Station to Downtown Miami Intermodal Terminal | C Line Express would provide premium express transit service along SR 836 from the proposed park-and-ride/transit center Dolphin Station (NW 12th Street and HEFT) to the proposed Downtown Miami Intermodal Terminal (NW 1st Street and NW 1st Avenue). This route will operate during peak periods only. Service headways will be 10 minutes during the AM/PM peak-hour. | 6, 10, 11, 12 | 6 | Operations | \$21,900 | \$2,300 | 11A | New Express Bus Service | 2017 | 2017 | Priority I |
| 2 | SR 836 Express Bus A Line Express | SR 836 Express Bus A Line: Tamiami Station (US-41/SR 90/SW 8th Street and SW 147th Avenue) to the proposed Downtown Miami Intermodal Terminal (NW 1st Street and NW 1st Avenue) | A Line Express would provide premium express transit service along SR 836 from the proposed park-and-ride/transit center Tamiami Station (US-41/SR 90/SW 8th Street and SW 147th Avenue) to the proposed Downtown Miami Intermodal Terminal (NW 1st Street and NW 1st Avenue) via US-41/SR 90/SW 8th Street, SW 137th Avenue and SR 836. This route will operate during peak periods only. Service headways will be 10 minutes during the AM/PM peak-hour. | 6, 10, 11, 12 | 6 | Operations | \$25,600 | \$2,700 | 11A | New Express Bus Service | 2019 | 2019 | Priority I |
| 3 | SR 836 Express Bus B Line Express | SR 836 Express Bus Route B: Panther Tech Station at FIU's MMC and the Miami Intermodal Center (MIC) | B Line Express would provide premium express transit service between the proposed Panther Tech Station at FIU's MMC and the Miami Intermodal Center (MIC), via US-41/SR 90/SW 8th Street, SR 821/HEFT and SR 836. This route will operate all day with 20 minute headways. (Page 8-22) | 6, 10, 11, 12 | 6 | Operations | Total cost included as part of Line A | \$1,900 | Included as part of Line A | New Express Bus Service | 2019 | 2019 | Priority I |
| 4 | Dolphin Station | NW 12th St and NW 122nd Ave | Construct Park and Ride Facility/Transit Center | 12 | 11 | Capital | Cost included in SR 836 Express Bus Line C | TBD | 0 | Access Improvement | 2017 | 2017 | Priority I |
| 6 | Kendall P&R Facility | Kendall Dr and SW 127 Ave | Construct Park and Ride facility | 10 | 11 | Capital | \$1,865 | \$40 | 0 | Station Improvements | 2017 | 2017 | Priority I |
| 7 | Route 297 (NW 27 Ave Orange MAX) Bus Purchase | NW 211 Street to Miami Intermodal Center | No planned service improvements. Purchase 11 Articulated Buses to replace 9 Standard Buses. | 1, 2, 3, 6 | 14 | Operations | \$10,450 | \$0 | -9 | Bus Purchase | 2019 | 2019 | Priority I |
| | NW 27 Ave EBS (North Corridor) †† | NW 27 Ave from MIC to NW 215 St | EBS along NW 27 Ave from MIC to NW 215 Street. Premium limited stop service with real-time signs, TSP and new robust stations | 1, 2, 3, 6 | 14 | Operations | \$26,550 | TBD | 11A | New Enhanced Bus Service | 2019 | No Planned Improvement | Priority I |
| 8 | Unity Station | NW 215th St and NW 27th Ave | Construct Park and Ride facility/Transit Center | 1 | 11 | Capital | \$21,563 | TBD | 0 | Access Improvement | 2019 | 2019 | Priority I |
| 9 | Tamiami Station | SW 8th St and SW 147th Ave | Construct Park and Ride facility/Transit Center | 12 | 11 | Capital | Cost included in SR 836 Express Bus Line A | TBD | 0 | Access Improvement | 2019 | 2019 | Priority I |
| 10 | Golden Glades Intermodal Terminal Phase I | Golden Glades Interchange | Located in northern Miami-Dade County, adjacent to city of Miami Gardens, North Miami Beach, North Miami and the Golden Glades Community. The center will feature a multi-story parking garage with 920 spaces, a surface parking north lot with 223 spaces, and a surface parking south lot with 545 spaces, equaling to a total of 1,688 parking spaces. The complex will also feature 4,500 square feet (sqft) transit hub, 10,450 sqft retail space, 945 sqft break lounge for transit use. Project will also include improved bicycle and pedestrian amenities | 1 | 9, 11 | Capital (FDOT Project) | \$51,243 | TBD | 0 | Station Improvements | 2018 | 2018 | Priority I |
| 11 | Route 93 (Biscayne MAX) | Biscayne Boulevard Corridor | No planned service improvements. Add 5 Articulated Buses to route. | 2, 3, 4, 5 | 14 | Operations | \$0 | \$0 | -10A 15A | Bus Purchase | 2021 | 2021 | Priority II |
| | * Biscayne EBS †† | Aventura to Downtown Miami | Premium limited-stop transit service along Biscayne Boulevard/US-1 from Downtown Miami to Aventura Mall | 2, 3, 4, 5 | 14 | Operations | \$21,000 | \$3,900 | 15A | New Enhanced Bus Service | 2021 | No Planned Improvement | Priority II |
| 12 | Bus and Bus Facilities (Dadeland South Intermodal Station) | Various Sites | Provide federal allocation designated for bus and bus facility projects to include the bus garages, plumbing, roofing, fire suppression, and Dadeland South Intermodal station passenger amenities and signage. | Countywide | 2 | Capital | \$65,012 | \$0 | 0 | State of Good Repair | ongoing | ongoing | N/A |
| 13 | Dadeland North Metrorail - Elevators | 8300 S Dixie Hwy | Construct additional elevators at Dadeland North Metrorail Station | 7 | 4 | Capital | \$5,350 | \$0 | 0 | Passenger Access | 2019 | 2019 | N/A |
| 14 | Busway Lot (Caribbean Station) | Busway and SW 200th St | Construct Park-and-Ride facility with 150 parking spaces | 11 | 9 | Capital (Private Developer) | \$0 | TBD | 0 | Access Improvement | 2020 | 2020 | Privately Funded |
| 15 | Downtown Intermodal Terminal | 112 NW 3rd Street | Construct new Downtown Bus Terminal with approximately 27 bus bays, customer service areas, passenger waiting areas with seating, TVMs, video displays, restrooms, a security office, support areas (driver comfort area), janitor/supply closet, bus supervisor booth, 8 parking spaces for transit staff, bicycle parking/station, kiss-and-ride area. The project also includes a conversion of NW 1st Street to bus drop-off area with 7 saw tooth bus bays, dedicated taxi and jitney areas, landscaping, lighting, and unified directional signage. | 5 | 9 | Capital (All Aboard Florida) and Downtown Miami Development of Regional Impact Increment III | \$10,796 | TBD | 0 | Station Improvements | TBD | TBD | Privately Funded |
| 16 | Senator Villas | SW 40th St between SW 89th Ave and SW 89th Ct | Construct Park-and-Ride facility | 10 | 9 | Capital (Private Developer) | \$0 | TBD | 0 | Access Improvement | TBD | TBD | Privately Funded |
| 17 | I-75 and Miami Gardens Drive Park-and-Ride Facility (American Dream North) | I-75 and Miami Gardens Drive Interchange | Construct new park-and-ride facility with 350 parking spaces to support new express bus service connection | 12, 13 | 9 | Capital(FDOT Project) | \$5,000 | \$100 | N/A | Station Improvements | 2019 | 2018 | Unfunded |
| Not mapped | Route 51 (Flagler) Bus Purchase †† | Downtown Miami to SW 137th Ave | Bus purchase for capacity improvements along Flagler Corridor | 5, 6, 10, 11, 12 | 14 | Operations | \$10,038 | \$0 | -10 10A | Bus Purchase | 2021 | 2021 | Priority I |

Table 6-1: Funded Transit Projects FY 2017 - FY 2026

| Map ID # | Project Name | Location | Project Description Reference MDT10Ahead Major Update Page | Commission District | Project | | Cost (in 000s) | | Number of Buses† | Type of Change | Status | | 2040 LRTP Status |
|------------|---|---|--|---------------------|---------|-----------------------------|----------------|--------------|------------------|----------------------|---|---|------------------|
| | | | | | Type§ | Phase | Capital Cost | O&M (Annual) | | | 2015 Annual Update Implementation Year* | 2016 Annual Update Implementation Year* | |
| Not mapped | Route 123 (South Beach Local) | South Beach | Route to be discontinued once the City of Miami Beach south trolley becomes operational | 5 | 14 | Operations | \$0 | -\$2,700 | -11 mini buses | N/A | N/A | 2017 | N/A |
| Not mapped | West End Circulator | South Beach | New circulator route to serve West Kendall area including Kendall Dr, Bird Rd, Miller Dr, Sunset Dr, Killian Pkwy, and SW 120 St. Operates weekdays only with all day service. | 7, 10, 11 | 14 | Operations | \$0 | \$1,300 | 5 mini buses | New Circulator Route | N/A | 2017 | N/A |
| Not mapped | Urbanized Area Formula Grant FTA 5307 FL-90-X832 | Countywide | Purchase equipment and materials as required for the safe operation of transit Metrorail, Metromover, and Metrobus | Countywide | 3 | Equipment Acquisition | \$109,948 | \$0 | N/A | State of Good Repair | ongoing | ongoing | N/A |
| Not mapped | Metrorail Stations Refurbishment | Metrorail | Refurbish and modernize specific areas as needed throughout the entire rail system | Countywide | 8 | Metrorail Projects | \$35,000 | \$0 | N/A | Station Improvements | N/A | 2019 | N/A |
| Not mapped | Metrorail and Metromover Train Control Replacement | Metrorail and Metromover | Replace existing relay based control equipment and modify software and hardware central control to accommodate new train control systems | Countywide | 5 | Infrastructure Improvements | \$70,000 | \$0 | N/A | State of Good Repair | N/A | 2020 | N/A |
| Not mapped | Metrorail Traction Power Switchgear Equipment | Metrorail | Various Sites | Countywide | 8 | Metrorail Projects | \$2,000 | \$0 | N/A | State of Good Repair | N/A | 2017 | N/A |
| Not mapped | Underfloor Rail Wheel Truing Machine | William Lehman Facility | Purchase and install a new underfloor rail wheel truing machine at the William Lehman Facility | 12 | 8 | Metrorail Projects | \$7,000 | \$0 | N/A | State of Good Repair | N/A | 2018 | N/A |
| Not mapped | Escalators Replacement and Elevators Refurbishment | Various Sites | Replace approximately 80 escalators and 92 elevators systemwide to include Metrorail and Metromover stations at various transit facilities | Countywide | 5 | Infrastructure Improvements | \$33,500 | TBD | N/A | State of Good Repair | N/A | ongoing | N/A |
| Not mapped | AC Unit Substations | Various Sites | Replace all major power components in all AC unit substations to include SCADA communication equipment and associated sub sets; implementatoin to interface with Central Control | Countywide | 5 | Infrastructure Improvements | \$15,000 | TBD | N/A | State of Good Repair | N/A | 2021 | N/A |
| Not mapped | Track and Guidway 10-15 Year Heavy Equipment Replacement | Metrorail | Replace track and guidway heavy equipment and work trains; useful life 10-15 years | Countywide | 8 | Metrorail Projects | \$8,268 | \$0 | N/A | State of Good Repair | N/A | N/A | N/A |
| Not mapped | Metrorail Switch Machine Improvement | Metrorail | Replace switch machines and cables at the William Lehman Yard and Mainline Area | Countywide | 8 | Metrorail Projects | \$12,320 | TBD | N/A | State of Good Repair | N/A | ongoing | N/A |
| Not Mapped | Traction Power Gap Ties | Metrorail | Replace major power components at gap ties in three (3) locations throughout the Metrorail system. | Countywide | 8 | Metrorail Projects | \$5,680 | \$0 | N/A | State of Good Repair | N/A | 2021 | N/A |
| Not Mapped | Metromover Track and Guidway Improvement | Metromover | Repaint approximately 4.5 miles of existing rusted steel girders of the Metromover in various stations | Countywide | 7 | Metromover Projects | \$20,010 | TBD | N/A | State of Good Repair | N/A | 2021 | N/A |
| Not Mapped | Capitalization of Preventive Maintenance and Other Costs | Various Sites | Capitalize preventive maintenance and other costs for Metrobus, Metrorail, Metromover, and specialized transportation | Countywide | 5 | Infrastructure Improvements | \$383,084 | N/A | N/A | State of Good Repair | ongoing | ongoing | N/A |
| Not mapped | Metrorail Maintenance Vehicle Lifts | Metrorail | Purchase lift equipment for Metrorail maintenance at the Lehman Center to replace existing deteriorating lift | 2, 3, 5, 7, 12, 13 | 8 | Capital | \$5,400 | TBD | N/A | State of Good Repair | 2015 | 2015 | N/A |
| Not mapped | Route 115 (Mid-Beach Local) | 88 Street to Lincoln Road | Route to be shortened and consolidated with Route 117 to complement new City of Miami Beach Trolley Service | 4, 5 | 14 | Operations | \$0 | -\$425 | -2 | Route Consolidation | 2016 | 2017 | N/A |
| Not mapped | Route 117 (North Beach Local) | 88 Street to Lincoln Road | Route to be shortened and consolidated with Route 115 to complement new City of Miami Beach Trolley Service | 4, 5 | 14 | Operations | \$0 | -\$425 | -2 | Route Consolidation | 2016 | 2017 | N/A |
| Not mapped | 195 BC | Broward Blvd to Civic Center | Replace 4 standard size buses with 4 new articulated buses | Countywide | 6 | Operations | \$4,000 | \$0 | 4A -4 | Bus Purchase | 2017 | 2017 | N/A |
| Not mapped | 195 SC | Sheridan Street to Civic Center | Replace 3 standard size buses with 3 new articulated buses | Countywide | 6 | Operations | \$3,000 | \$0 | 3A -3 | Bus Purchase | 2017 | 2017 | N/A |
| Not mapped | Track and Guideway Rehabilitation | Countywide | Rehabilitate existing track and guideway equipment and fixtures; replacement of safety items for rail to include coverboard, fasteners, insulated joints, metal acoustical barriers, and drains; replace 10-15 year rail bound service equipment | 2, 3, 5, 7, 12, 13 | 8 | Capital | \$59,910 | \$0 | 0 | State of Good Repair | 2017 | 2021 | N/A |
| Not mapped | Route 120 (Beach MAX) | Downtown Miami to Aventura Mall | Improve peak headways from 12 to 10 minutes | 3, 4, 5 | 14 | Operations | \$2,600 | \$2,300 | 4 | Headway Improvement | 2017 | No Planned Improvement | N/A |
| Not mapped | High-Cycle Switch Logic Control Cabinets | SW 1 St and SW 1 Ave | Replace the high-cycle Switch Logic Control Cabinets for Metromover | 3, 5 | 7 | Capital | \$14,320 | \$0 | 0 | State of Good Repair | 2018 | 2017 | N/A |
| Not mapped | Rail Vehicle Replacement | Countywide | Overhaul and modernize existing standard size and purchase 136 new heavy rail buses | 2, 3, 5, 7, 12, 13 | 8 | Capital | \$375,787 | \$0 | 0 | State of Good Repair | 2018 | 2019 | N/A |
| Not mapped | Route 27 | Sun Life Stadium to Coconut Grove Metrorail | Extend route to new Transit Center located at NW 27 Avenue and NW 215 Street (Unity Station) | 1, 2, 3, 5, 7 | 14 | Operations | \$0 | \$0 | 0 | Route Extension | 2019 | 2019 | N/A |
| Not mapped | Metromover Improvements | Metromover | Replace various Mover system controls to include the Input Output, Data Transmission (Central Control and Wayside Interface High Speed System), the Platform LCD Sign Control Unit, and the Train Control System | 3, 5 | 7 | Capital | \$31,596 | \$0 | 0 | State of Good Repair | 2019 | 2019 | N/A |
| Not mapped | Metrorail and Metromover Traction Power Cable and Transformer Replacement | Countywide | Replace traction power cable and transformer for Metrorail and Metromover | Countywide | 10 | Capital | \$12,000 | \$0 | 0 | State of Good Repair | 2019 | 2020 | N/A |
| Not mapped | Bus Replacement | Countywide | Replace buses to maintain the bus standard size replacement plan | Countywide | 3 | Capital | \$421,658 | \$0 | 0 | Bus Purchase | ongoing | ongoing | N/A |
| Not mapped | Infrastructure Renewal Plan | Various Sites | Replace and upgrade physical assets according to normal replacement cycles to include buses, facilities, systems, and equipment overhauls and acquisitions | Countywide | 5 | Capital | \$87,500 | \$0 | 0 | State of Good Repair | ongoing | ongoing | N/A |
| Not mapped | Associated Transportation Improvements | Countywide | Replace signage at Metrorail Systems; install bicycle-related amenities on buses and at locations such as Metrorail and Metromover stations; provide for other federally qualified passenger amenities or enhancements | 2, 3, 5, 7, 12, 13 | 4 | Capital | \$3,556 | \$0 | 0 | State of Good Repair | ongoing | ongoing | N/A |

Table 6-1: Funded Transit Projects FY 2017 - FY 2026

| Map ID # | Project Name | Location | Project Description Reference MDT10Ahead Major Update Page | Commission District | Project | | Cost (in 000s) | | Number of Buses† | Type of Change | Status | | 2040 LRTP Status |
|------------------|----------------------------------|----------------------------|---|---------------------|---------|------------|----------------|--------------|-------------------------------|---------------------|---|---|------------------|
| | | | | | Type§ | Phase | Capital Cost | O&M (Annual) | | | 2015 Annual Update Implementation Year* | 2016 Annual Update Implementation Year* | |
| Not mapped | Transportation Security Projects | Various Sites | Install security and safety improvements such as security surveillance, safety rails, security locks and lighting improvements throughout Miami-Dade County at all MDT facilities | Countywide | 13 | Capital | \$3,556 | \$0 | 0 | Safety Improvements | ongoing | ongoing | N/A |
| Not mapped | Route 3 | Aventura to Downtown Miami | No planned service improvements. Replace 5 articulated buses with 5 standard size buses | 2, 3, 4, 5 | 14 | Operations | \$0 | \$0 | 5 -5A | Bus Reallocation | 2021 | 2021 | N/A |
| TOTALCOST (000s) | | | | | | | \$2,003,060 | \$10,990 | † 'A' denotes articulated bus | | | | |

Projects in purple are in the current DTPW Capital Budget; projects in black were committed from previous budgets.

| § Project Type Key | |
|-----------------------------------|---|
| 1. ADA Accessibility Improvements | 8. Metrorail Projects |
| 2. Bus System Projects | 9. New Passenger Facilities |
| 3. Equipment Acquisition | 10. Other |
| 4. Facility Improvements | 11. Park and Ride Improvements and New Facilities |
| 5. Infrastructure Improvements | 12. Passenger Facilities Improvements |
| 6. Mass Transit Projects | 13. Security Improvements |
| 7. Metromover Projects | 14. Service Adjustment |

* Projects in green have been advanced from their original start date or are new; projects in red have been deferred, or cancelled

* Projects in green have been advanced from their original start date or are new; projects in red have been deferred, or cancelled

| 2040 LRTP | |
|--------------|-----------|
| Priority I | 2015-2020 |
| Priority II | 2021-2025 |
| Priority III | 2026-2030 |
| Priority IV | 2031-2040 |

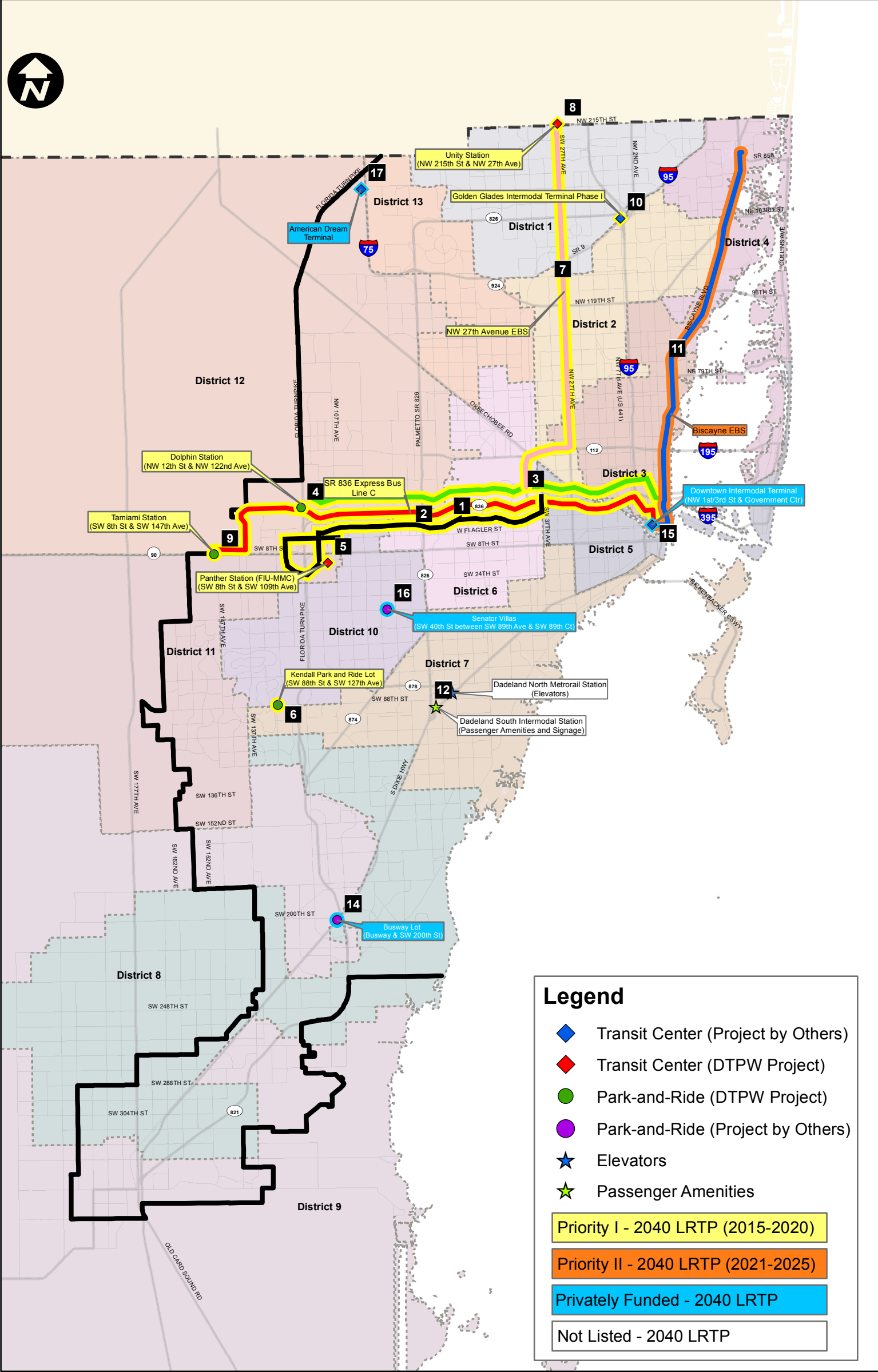
†† Please note, as per Miami-Dade MPO Resolution Number 31-15, the MPO Board amended the FY 2016 Transportation Improvement Program (TIP) to delete selected Enhanced Bus Service Projects and reallocate said funds to three new projects as follows: "Implementation of Bus Rapid Transit along NW 27th Avenue, Flagler Street, and Kendall Drive Transit Corridors." However, bus purchase components of the Biscayne, Flagler and NW 27th Avenue EBS projects remain funded and are proceeding in order to provide near-term capacity improvements along these corridors.

* Per Miami-Dade MPO Resolution Number 01-15, the MPO Board prioritized this corridor to be evaluated in a Project Development and Environmental (PD&E) Study for the implementation of premium transit. Information in this table is current as of December 31, 2015.

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Figure 6-1: Funded Transit Projects FY 2017 - FY 2026

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6.2 Partially Funded Transit Projects

Table 6-2 presents a listing of partially funded transit projects. DTPW will continue to seek various funding opportunities for these projects in the future as funding becomes available.

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Table 6-2: Partially Funded Transit Projects FY 2017 - FY 2026

| Map ID # | Project Name | Location | Project Description Reference MDT10Ahead Major Update Page | Commission District | Project | | Cost (in 000s) | | | Number of Buses† | Type of Change | Status | | 2040 LRTP Status |
|------------|---|---|---|---------------------|---------|-----------------------|--------------------|---------------------|--------------|------------------|-------------------------------|---|---|------------------|
| | | | | | Type§ | Phase | Total Capital Cost | Funded Capital Cost | O&M (Annual) | | | 2015 Annual Update Implementation Year* | 2016 Annual Update Implementation Year* | |
| 1 | Palmetto Intermodal Terminal | SR 826 (Palmetto Expressway) at NW 74th Street | MDT recommends that the FDOT SR 826/Palmetto Expressway Express Lanes PD&E Study address the feasibility of acquiring an 11.88-acre semi-vacant parcel of land located immediately south of the Palmetto Metrorail Station for the purpose of constructing the Palmetto Station Intermodal Terminal that will include but not be limited to: a minimum of 1,000 parking space garage which includes long-term parking, short-term parking, kiss-and-ride, pool-and-ride and a minimum of 12 bus bays. (Page 8-34) | 12 | 11 | Capital | \$25,000 | \$10,040 | TBD | N/A | Station Improvements | TBD | TBD | Priority III |
| 2 | SR 90/SW 7th St/SW 8th St | SW 27th Ave to Brickell Ave | Operational and capacity improvements PD&E study for bus only lanes fully funded; scheduled for Spring 2018 completion. Total cost TBD upon completion of PD&E. | 5 | 10 | Other | TBD | \$2,040 | TBD | N/A | Roadway Redesign | TBD | TBD | Priority I |
| 3 | Flagler EBS †† | FIU to Downtown Miami | EBS will provide limited stop transit service along Flagler Street from Downtown Miami to FIU's Panther Station. | 5, 6, 10, 11, 12 | 6 | Mass Transit Projects | \$25,962 | \$12,962 | \$3,600 | 0 | New Enhanced Bus Service | 2021 | No Planned Improvement | Priority I |
| 4 | Busway Lot (Quail Roost Dr) Park and Ride | Busway and SW 184th St | Construct Park and Ride facility. Land acquisition complete; DTPW is currently seeking additional funds. | 8 | 11 | Capital | \$5,377 | TBD | TBD | 0 | Access Improvement | 2018 | 2018 | Partially Funded |
| 5 | NW 27th Avenue Bus Rapid Transit (BRT) (North Corridor) | MLK, Jr. Metrorail Station to Coconut Grove Metrorail Station | This project will provide dedicated "bus only" lanes along the NW/SW 27th Avenue corridor from the Dr Martin Luther King, Jr. Metrorail Station to the Coconut Grove Metrorail Station. | 2,3,5,7 | 6 | Capital | \$166,400 | \$2,346 | TBD | TBD | New Bus Rapid Transit Service | 2026 and Beyond | 2027 and Beyond | Partially Funded |
| 6 | * Kendall Corridor (Kendall BRT)†† | West Kendall Transit Terminal to Dadeland North Metrorail Station | Implement full bus rapid transit with dedicated lanes along SW 88th Street (Kendall Drive) | 7,10,11 | 6 | Capital | \$286,000 | \$3,485 | TBD | TBD | New Bus Rapid Transit Service | 2026 and Beyond | 2027 and Beyond | Unfunded |
| Not Mapped | IRP - Bus Replacement Plan | Countywide | Capital purchase to replace older existing vehicles and add vehicles to the fleet to improve service and reliability. | Countywide | 3 | Equipment Acquisition | \$331,910 | \$180,000 | TBD | 557 | State of Good Repair | N/A | N/A | N/A |

Projects in purple are in the current DTPW Capital Budget; projects in black were committed from previous budgets.

| § Project Type Key | |
|-----------------------------------|---|
| 1. ADA Accessibility Improvements | 8. Metrorail Projects |
| 2. Bus System Projects | 9. New Passenger Facilities |
| 3. Equipment Acquisition | 10. Other |
| 4. Facility Improvements | 11. Park and Ride Improvements and New Facilities |
| 5. Infrastructure Improvements | 12. Passenger Facilities Improvements |
| 6. Mass Transit Projects | 13. Security Improvements |
| 7. Metromover Projects | 14. Service Adjustment |

†† Please note, as per Miami-Dade MPO Resolution Number 31-15, the MPO Board amended the FY 2016 Transportation Improvement Program (TIP) to delete selected Enhanced Bus Service Projects and reallocate said funds to three new projects as follows: "Implementation of Bus Rapid Transit along NW 27th Avenue, Flagler Street, and Kendall Drive Transit Corridors." However, bus purchase components of the Biscayne, Flagler and NW 27th Avenue EBS projects remain funded and are proceeding in order to provide near-term capacity improvements along these corridors.

* Per Miami-Dade MPO Resolution Number 01-15, the MPO Board prioritized this corridor to be evaluated in a Project Development and Environmental (PD&E) Study for the implementation of premium transit. Information in this table is current as of December 31, 2015.

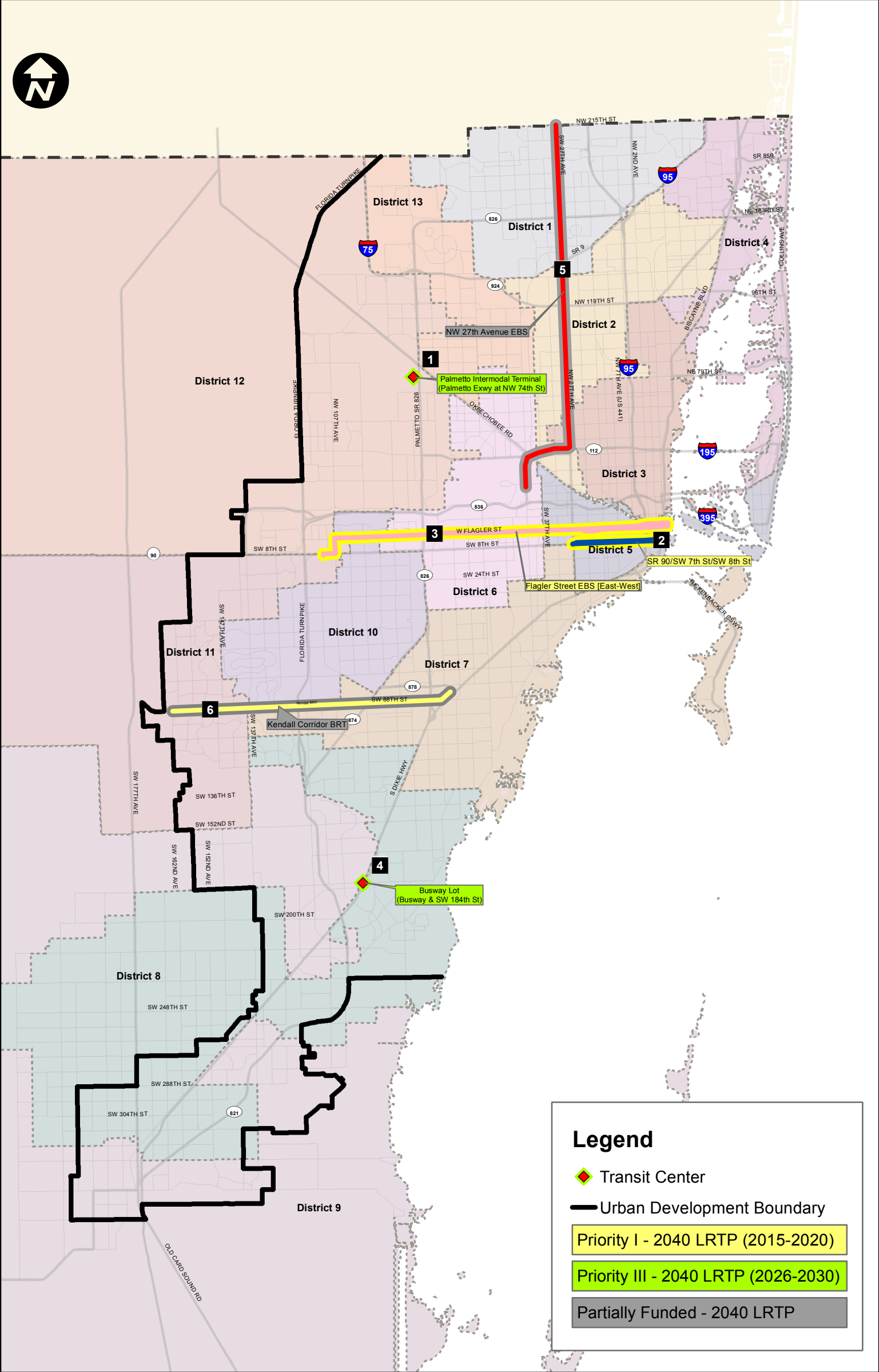
| | | | | |
|-------------------|-----------|----------|---------|-------------------------------|
| TOTAL COST (000S) | \$508,739 | \$30,873 | \$3,600 | † 'A' denotes articulated bus |
|-------------------|-----------|----------|---------|-------------------------------|

* Projects in green have been advanced from their original start date or are new; projects in red have been deferred, or cancelled

| 2040 LRTP | |
|--------------|-----------|
| Priority I | 2015-2020 |
| Priority II | 2021-2025 |
| Priority III | 2026-2030 |
| Priority IV | 2031-2040 |

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Figure 6-2: Partially Funded Transit Projects FY 2017 - FY 2026 **DRAFT**



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6.3 Unfunded Transit Projects

Table 6-3 presents a listing of unfunded transit projects. Please note that while the TDP Annual Update was being prepared DTPW had not finalized the IRP evaluation and prioritization process results for FY 2016 – 2017. Once these results are final the following table will be updated. DTPW will continue to pursue funding for these projects in the future.

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Table 6-3: Unfunded Transit Projects FY 2017 - FY 2026

| Map ID # | Project Name | Location | Project Description Reference MDT10Ahead Major Update Page | Commission District | Project | | Cost (in 000s) | | Number of Buses | Type of Change | Status | | 2040 LRTP Status |
|------------|---|--|--|---------------------|-------------------|------------------------------------|----------------|--------------|-----------------|------------------------------------|---|---|------------------|
| | | | | | Type ^s | Phase | Capital Cost | O&M (Annual) | | | 2015 Annual Update Implementation Year* | 2016 Annual Update Implementation Year* | |
| 1 | 79 Street Enhanced Bus Service (FKA Route 79/79 Street MAX) | Northside Metrorail to Collins Ave via NW 79 St | Extend route to Miami Beach Convention Center. Improve peak headways from 24 to 10 minutes. Introduce weekend service with 15 minute headways. Route to be converted to Enhanced Bus Service | 2,3,4 | 14 | Operations | \$55,047 | \$5,800 | 9 | Route Extension & Improved Headway | 2025 | 2025 | Priority II |
| | Route 79 (79 Street Max) | Northside Metrorail to Collins Ave via NW 79 St | Route to be transformed to the 79 Street Enhanced Bus Service | 2,3,4 | 14 | Operations | \$0 | -\$563 | -4 | Route Rebrand | 2025 | 2025 | Priority II |
| 2 | Busway Lot | Busway and SW 104th St | Lease Park and Ride facility with 250 parking spaces | 7 | 9 | Capital | \$0 | \$116 | 0 | Access Improvement | 2025 | 2025 | Priority II |
| 3 | Busway Lot | Busway and SW 152nd St | Expand Park and Ride facility with new parking garage with 500 spaces | 8 | 11 | Capital | \$16,250 | \$170 | 0 | Access Improvement | 2025 | 2025 | Priority II |
| 4 | * Route 288 (Kendall Cruiser) †† | W. Kendall Terminal to Dadeland North Metrorail | Route to be transformed to Kendall Enhanced Bus | 7,10,11 | 14 | Operations | \$0 | \$0 | -9A | Route Rebrand | 2023 | No Planned Improvement | Priority II |
| | * Kendall EBS†† | Kendall Dr between SW 162 Ave and Dadeland North Station | Phase 2 service improvements will consist of robust stations, queue jump lanes and bypass lanes, transit signal priority and real-time arrival information at stations. | 7,10,11 | 6 | Mass Transit Projects | \$30,000 | \$0 | 9A | New Enhanced Bus Service | 2023 | No Planned Improvement | Priority II |
| 5 | Dadeland South Intermodal Station | Dadeland South Metrorail Station | Expand park-and-ride facility with 1,000 parking space garage | 7 | 9 | Capital | \$25,000 | \$250 | 0 | Station Improvements | 2025 | 2025 | Priority II |
| 6 | Direct Ramps to Dolphin Station Transit Terminal | SR 821 HEFT Express Lanes to Dolphin Station | Construct direct access ramps to connect the SR 821 HEFT Express Lanes to Dolphin Station | 12 | 5 | Capital | \$45,000 | N/A | N/A | Direct Access Ramps | TBD | TBD | Priority II |
| 7 | Beach Connection Express | Downtown | Transit improvement linking Downtown Miami to the Miami Beach Convention Center. This project is proposed as a phased improvement; starting with Express Bus, and eventually upgrading to Light Rail. | 3,4,5 | 6 | Mass Transit Projects | \$40,000 | \$1,000 | 12 | New Express Route | TBD | TBD | N/A |
| 8 | Sole Mia (fka Biscayne Landings Transit Center) | NE 151 Street and Biscayne Blvd | Construct Park and Ride and Transit Center in anticipation of premium transit service on Biscayne corridor. Six bus bays and 2 layover bays. | 2,4 | 11 | Park and Ride Improvements and New | \$0 | TBD | 0 | Station Improvements | 2025 | 2025 | Unfunded |
| 9 | Douglas Corridor EBS †† | NW/SW 37th Ave | Enhanced bus service from the Douglas Road Metrorail Station to the MIC. This is a phased project that proposes EBS, Light Rail, and eventually Metrorail, with dates TBD for the final two phases. | 5,6,7 | 6 | Mass Transit Projects | \$15,000 | \$5,000 | 6 | New EBS | 2025 | 2025 | Priority II |
| Not Mapped | Pilot Waterborne Transit Service | Biscayne Bay | This project will introduce Miami-Dade County to waterborne transportation. It will consist of the pilot implementation of two water-transit routes: (1) North/South Route: express route from Haulover Marina (North) to Sea Isle Marina (south) Downton Miami (South); (2). East/West Route: express route from Miami Beach Marina (East) to FEC Inlet/Bay Front Park Trust Dock (West). The project seeks to improve mobility, increase accessibility and promote new ridership by providing an alternative mode of transport that is not limited by roadway traffic conditions (excessive congestion/ poor levels of service); thus, increasing the reliability of the transit service and the quality of life of the County's residents and visitors alike. | 3,4,5 | 6 | Mass Transit Projects | \$10,000 | \$6,000 | 9 (Vessels) | New Waterborne Transit Service | N/A | 2017 | N/A |
| Not Mapped | Route 54 | NW Miami Dade | Extend route to serve future American Dream Miami (Mega Mall) & Graham Site | 12,13 | 14 | Operations | \$450 | \$535 | 1 | Route Extension | N/A | 2019 | N/A |
| Not Mapped | Route 73 | NW Miami Dade | Extend route to serve future American Dream Miami (Mega Mall) & Graham Site | 12,13 | 14 | Operations | \$900 | \$714 | 2 | Route Extension | N/A | 2019 | N/A |
| Not Mapped | Route 95 | NW Miami Dade | Extend route to serve future American Dream Miami (Mega Mall) & Graham Site | 12,13 | 14 | Operations | \$450 | \$214 | 1 | Route Extension | N/A | 2019 | N/A |
| Not Mapped | Route 99 | NW Miami Dade | Extend route to serve future American Dream Miami (Mega Mall) & Graham Site | 12,13 | 14 | Operations | \$450 | \$832 | 1 | Route Extension | N/A | 2019 | N/A |
| Not Mapped | Route 183 | NW Miami Dade | Extend route to serve future American Dream Miami (Mega Mall) & Graham Site | 12,13 | 14 | Operations | \$1,350 | \$858 | 3 | Route Extension | N/A | 2019 | N/A |
| Not Mapped | Route L (112) | Northside Shopping Center to South Beach | Improve peak headway from 12 to 10 minutes on weekdays from 6am to 8pm for the portion of the route between Northside Shopping Center to South Beach. Headways for the entire length of the route will be improved from 24 to 20 minutes. | 2,3,4 | 14 | Operations | \$0 | \$1,200 | 3 | Improve Headway | 2017 | No Planned Improvement | N/A |
| | | Hialeah Metrorail to Miami Beach Convention Center | Replace existing 17 standard size buses with 21 articulated buses (includes 4 spares) | 2,3,4 | 14 | Service Adjustment | \$19,950 | \$0 | -17 21A | Bus Purchase | N/A | 2020 | |
| Not Mapped | Route 33 | NW 106 St & S River Dr to Miami Shores Village | Extend route to Flagler Station Development of Regional Impact (DRI) | 2,3,12,13 | 14 | Operations | \$650 | \$300 | 1 | Route Extension | 2019 | 2019 | N/A |
| Not Mapped | Route 87 | Palmetto Metrorail to Dadeland North Metrorail | Extend route to Flagler Station Development of Regional Impact (DRI) | 6,7,10,12 | 14 | Operations | \$650 | \$400 | 1 | Route Extension | 2019 | 2019 | N/A |
| Not Mapped | Route 1 | South Miami-Dade County | Extend route to Dadeland South Metrorail Station during weekday peak periods | 8,9 | 14 | Operations | \$0 | \$880 | 3 | Route Extension | 2020 | 2020 | N/A |
| Not Mapped | Route 12 | Northside Metrorail Station to Mercy Hospital | Improve peak headway from 30 to 15 minutes and from 40 to 20 minutes on weekends | 2,3,5,7 | 14 | Operations | \$3,900 | \$5,200 | 6 | Improve Headway | 2020 | 2020 | N/A |
| Not Mapped | Route 10 | Miami Gardens Dr to Downtown Miami | Extend route to Aventura Mall | 2,3,4 | 14 | Operations | \$650 | \$1,400 | 1 | Route Extension | 2021 | 2021 | N/A |
| Not Mapped | Route 252 (Coral Reef MAX) | Country Walk to Dadeland South Metrorail | Operate later evening service into the Zoo Miami Entertainment Complex | 7,8,9,11 | 14 | Operations | \$0 | \$80 | 0 | Increase Service Span | 2022 | No Planned Improvement | N/A |

Table 6-3: Unfunded Transit Projects FY 2017 - FY 2026

| Map ID # | Project Name | Location | Project Description Reference MDT10Ahead Major Update Page | Commission District | Project | | Cost (in 000s) | | Number of Buses | Type of Change | Status | | 2040 LRTP Status |
|------------|--|------------|--|---------------------|-------------------|------------------------|----------------|--------------|-----------------|----------------------|---|---|------------------|
| | | | | | Type [§] | Phase | Capital Cost | O&M (Annual) | | | 2015 Annual Update Implementation Year* | 2016 Annual Update Implementation Year* | |
| Not Mapped | Parking Garage Overhaul, Metrorail Stations | Metrorail | Perform a general overhaul at 6 parking garages from the original 1984 Metrorail construction: Okeechobee, Earlington Heights, Santa Clara, South Miami, Dadeland North, and Dadeland South. Perform a general overhaul at the MLK rail station parking garage. Scope of work includes: metal doors, lighting, parking stops, irrigation, drainage, sump pumps, and plumbing. | 2,3,5,7,12,13 | 8 | Metrorail Projects | \$5,590 | TBD | 0 | State of Good Repair | N/A | N/A | N/A |
| Not Mapped | Conduit Rebuild Grounding | Metrorail | The grounding system will be tested and repaired for the entire Metrorail guideway structure. Testing of the track system will be performed to ensure it is not grounded and meets present FTA standards. This will be performed by an outside testing service. Repairs and re-testing will also be accomplished using an outside contracting service. | 2,3,5,7,12,13 | 8 | Metrorail Projects | \$80 | \$0 | 0 | State of Good Repair | N/A | N/A | N/A |
| Not Mapped | Ac Unit Substations | Metrorail | Replace all major power components in all AC Unit substations. Project will include SCADA communication equipment and all associated sub sets, as well as implementation to interface with Central Control. | 2,3,5,7,12,13 | 8 | Metrorail Projects | \$17,590 | \$0 | 0 | State of Good Repair | N/A | N/A | N/A |
| Not Mapped | Metromover Brickell Extension Guideway Painting | Metromover | Provide all the necessary labor, equipment, and materials to repaint all the existing steel girders supporting the guideway of Metromover's Brickell Loop. The scope of work will include surface preparation (removal of all loose coating material, water soluble salts and rust), furnishing and applying the selected coating system and subsequent testing thereof. | 2,3,5,7,12,13 | 6 | Mass Transit Projects | \$5,000 | \$0 | 0 | State of Good Repair | N/A | N/A | N/A |
| Not Mapped | IRP - Bus Maintenance Component Replacement Plan | Countywide | Replacement of major components that have reached the end of their expected useful life cycle to improve vehicle reliability and availability. | Countywide | 3 | Equipment Acquisition | \$34,440 | \$0 | N/A | State of Good Repair | N/A | N/A | N/A |
| Not Mapped | IRP - Switch Machine Cable - Yard | Metrorail | Replace the switch machine in the entire Yard area. | 2,3,5,7,12,18 | 8 | Metrorail Projects | \$4,340 | \$0 | 0 | State of Good Repair | N/A | N/A | N/A |
| Not Mapped | IRP - AC Unit Substations - Palmetto Yard | Metrorail | Replace all major power components in the AC unit substations at Palmetto Yard. | 2,3,5,7,12,19 | 8 | Metrorail Projects | \$8,590 | \$0 | 0 | State of Good Repair | N/A | N/A | N/A |
| Not Mapped | IRP - Switch Machine Cable- Mainline | Metrorail | Replace all the switch machine on the entire mainline. | 2,3,5,7,12,20 | 8 | Metrorail Projects | \$5,040 | \$0 | 0 | State of Good Repair | N/A | N/A | N/A |
| Not Mapped | IRP - Replace Switch Machines - Yard | Metrorail | Replace all track switch machines (YM-2) at Palmetto Yard. | 2,3,5,7,12,21 | 8 | Metrorail Projects | \$2,940 | \$0 | 0 | State of Good Repair | N/A | N/A | N/A |
| Not Mapped | IRP - Fastener Replacement Station Areas | Metrorail | Replace rail fasteners at the Metrorail stations. | 2,3,5,7,12,22 | 8 | Metrorail Projects | \$4,180 | \$0 | 0 | State of Good Repair | N/A | N/A | N/A |
| Not Mapped | IRP - Metromover Wayside Overhaul | Metromover | This project includes the overhaul and repair of all major wayside components. | 3,5 | 7 | Metromover Projects | \$72,344 | \$0 | 0 | State of Good Repair | N/A | N/A | N/A |
| Not Mapped | IRP - Transit System Signage Replacement | | New sign structures and graphics to replace damaged, unsightly and outdated signs throughout the Miami-Dade Transit system. The project includes the addition of new signage to identify areas and/or inform customers of new services and procedures such as paying for parking instruction at Metrorail garages and surface parking lots. Also includes the replacement of missing Braille signage at passenger stations' elevators and entrances as required by the American with Disabilities Act (ADA). | | | Passenger Facilities | \$200 | | | | | | |
| Not Mapped | IRP - Electronic Document Management System (EDMS) | | This project is used to provide continuous and infrastructure support to track and store electronic documents and for images of paper documents. It identifies and manages document location, filing, retrieval, security, and disaster recovery, retentions, archiving, workflow and authentication. This project provides continuous hardware and software upgrades that increase efficiency and facilitates a controlled environment for document sharing and availability. | | | Information Technology | \$126 | | | | | | |
| Not Mapped | IRP - Bus Maintenance Yard Sweepers Replacement Project | | Acquisition of four (4) replacement yard sweepers. Existing equipment is in disrepair, has exceeded its useful life, and/or is no longer cost effective to maintain. | | | Rolling Stock | \$200 | | | | | | |
| Not Mapped | IRP - Currency Counters @ Govt Center Station - Money Room | | Purchase and install 4 new high-speed jet sorter coin currency counters with software and 7 validating currency counters for the Money Room at Government Center station. This equipment was last replaced in 2002. At the end of the six year replacement period, the capability and reliability to handle extremely high volume daily coin / currency processing has greatly diminished. The repair and maintenance cost and down time will outweigh the price of new equipment. | | | Maintenance Facilities | \$230 | | | | | | |
| Not Mapped | IRP - Lehman Facility - Fire Systems | | Replace the fire system including sprinkler heads, flow switches, hoses, extinguishers, halon, pumps and other accessories including the replacement of the 8" fire pump line throughout the facility. | | | Safety & Security | \$2,500 | | | | | | |
| Not Mapped | IRP - Emergency Plumbing Fixtures | | Replacement of Emergency Plumbing Fixtures (emergency showers, eye washers) at Metrorail Maintenance, TPSS, Metromover Maintenance & Metrobus facilities. | | | Safety & Security | \$370 | | | | | | |
| Not Mapped | IRP - Bus Garages: Northeast Rollup Doors | | Replace the garage's 32 rollup doors. | | | Maintenance Facilities | \$450 | | | | | | |
| Not Mapped | IRP - Bus Garages: Bus Washers and Cyclones | | Overhaul all existing Bus Washers at Northeast (2-lanes), Central (3-lanes) & Coral Way (2-lanes). Replacement of existing vacuum system (Cyclone) at all three facilities. | | | Maintenance Facilities | \$800 | | | | | | |
| Not Mapped | IRP - Bus Maintenance DEF Dispensing System | | Installation of Diesel Exhaust Fluid (DEF) dispensing system at Central, Coral Way and Northeast Divisions. Each Fuel Station will require a 500 gallon capacity above ground double walled steel tank, dispensing equipment and interface with the EJ Ward fuel management system. | | | Maintenance Facilities | \$300 | | | | | | |

Table 6-3: Unfunded Transit Projects FY 2017 - FY 2026

| Map ID # | Project Name | Location | Project Description Reference MDT10Ahead Major Update Page | Commission District | Project | | Cost (in 000s) | | Number of Buses | Type of Change | Status | | 2040 LRTP Status |
|------------|---|----------|---|---------------------|-------------------|------------------------|----------------|--------------|-----------------|----------------|---|---|------------------|
| | | | | | Type [§] | Phase | Capital Cost | O&M (Annual) | | | 2015 Annual Update Implementation Year* | 2016 Annual Update Implementation Year* | |
| Not Mapped | IRP - Metrorail & Metromover Train Wash | | Repair or replace the Metrorail and Metromover train washing system. | | | Passenger Amenities | \$300 | | | | | | |
| Not Mapped | IRP - Chiller Unit Replacement | | The Computer and electronic communications equipment to MDT functions must be maintained in an air-conditioned environment to maintain system reliability. Replacement Chiller Units at Central Bus. | | | Maintenance Facilities | \$1,110 | | | | | | |
| Not Mapped | IRP - Train Control DC Power Source | | Replace all existing Train Control DC power supplies at all rail stations, Central Control and Palmetto Yard. | | | Systems | \$450 | | | | | | |
| Not Mapped | IRP - Metromover Station Ceiling Signage Cabinet Replacement | | Replace the broken and outdated sign cabinets and/or acrylic faces at some Metrorail stations. Most of these ceiling signs are 25 years old and have old information, the acrylic panels are missing, or some cabinets need to be refurbished or replace due to fatigue. Also with the new opening of the Miami International Airport Metrorail station, a new signage brand will be introduced to identify all transit service options. The Metromover signage system must reflect the new brand to ensure seamless transition from one system to the other. | | | Passenger Amenities | \$1,620 | | | | | | |
| Not Mapped | IRP - Metrorail Parking Fare Payment Signage | | Installation of vinyl skins to resurface approx 600 existing aluminum signs posted at Metrorail Stations with parking facilities. The new skins are printed with the approved County branding and the new instructions on how to pay the daily parking fare. The cost includes the installation at 15 stations. | | | Passenger Amenities | \$120 | | | | | | |
| Not Mapped | IRP - Metrorail & Metromover Regulatory Signage Replacement | | Design, produce and install new permanent signs to replace a portion of the damaged, outdated or missing. This project includes signage and high performance decals installed inside and outside cars. | | | Passenger Amenities | \$300 | | | | | | |
| Not Mapped | IRP - Metrorail Station Identifier Sign Panel Replacement | | Design, produce install new permanent signs to replace damaged, outdated or missing signs panels of monumental signs at Metrorail property entrance. Replace part of the inventory of the damaged station-identifier porcelain enamel panels on existing monumental sign structures located at the entrance of Metrorail station properties. | | | Passenger Amenities | \$420 | | | | | | |
| Not Mapped | IRP - Metrorail/Metromover Vehicle Signage Replacement | | Design, produce and install new Metrorail Metromover vehicle signage to replace damaged and outdated customer information materials. This project includes signage and high performance decals installed inside and outside cars. | | | Passenger Amenities | \$840 | | | | | | |
| Not Mapped | IRP - Metrorail-M-Path Implementation of MPO Master Plan | | To provide the total cost of implementing the Metrorail Bike Path Upgrades as per the Metropolitan Planning Organization (MPO) M-Path Master Plan. It also includes the preparation of contract documents for bidding, estimated construction cost, permits, inspections, construction administration, County administration and project contingency. Finally the scope of work shall include coordinating with MDPWD, MDT, FDOT, MDD, and the cities of Miami, South Miami and Coral Gables.. | | | Design and Engineering | \$4,500 | | | | | | |
| Not Mapped | IRP - Destination Sign Refurb | | Purchase parts and equipment to refurbish/replace old destination sign systems that are no longer repairable or maintainable. Purchase 75 replacement sign systems to include Front/Side/Rear signs, Operator Control Unit and all required cables. | | | Division 34 | \$0 | | | | | | |
| Not Mapped | IRP - Replacement of Currency counters/ discriminators | | Current inventory of "single pocket" currency distributors are over ten years old. Increased number of bills in large denominations from Ticket Vending Machines requires more sorting and counting time. | | | Division 41 | \$0 | | | | | | |
| Not Mapped | IRP - Proximity Control System Upgrade | | Upgrade to the electronic proximity control system currently utilized by MDT to control access to critical areas throughout the system. This ensures that only persons with authorized access, as determined by MDT management, have controlled and trackable access to critical areas of the system. The upgrade would be to the computer hardware and management software. | | | Division 51 | \$0 | | | | | | |
| Not Mapped | IRP - Metrorail/Metromover Door Replacement | | Replacement of custom ancillary doors, emergency exit doors, traction power substation doors, elevator machine room doors at Metrorail/Metromover Stations due to corrosion and damage. | | | Division 58 | \$0 | | | | | | |
| Not Mapped | IRP - ATS Replacements | | The Automatic Transfer Switch (ATS) needs to be replaced to operate automatically. It is essential to ensure the power is transferred to the emergency feed in the event of loss of power of the main FPL System. This will prevent any potential shutdown of the system. | | | Division 58 | \$0 | | | | | | |
| Not Mapped | IRP - Escalator Modernization | | Perform a modernization of 2 system escalators. Remove existing escalator to truss. Install new Transit rated equipment into existing trusses. Bring units to current escalator safety code. Perform a modernization of 2 system escalators. Remove existing escalator to truss. Install new Transit rated equipment into existing trusses. Bring units to current escalator safety code. | | | Division 58 | \$0 | | | | | | |
| Not Mapped | IRP - Replacement of equipment required for Trapeze and CAD systems | | Allows bus supervisors and other operations staff to remote access schedules, GIS data, bus locations and other information. Replacement of electronic equipment required to utilize Trapeze and CAD systems | | | Division 71 | \$0 | | | | | | |

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Table 6-3: Unfunded Transit Projects FY 2017 - FY 2026

| Map ID # | Project Name | Location | Project Description Reference MDT10Ahead Major Update Page | Commission District | Project | | Cost (in 000s) | | Number of Buses | Type of Change | Status | | 2040 LRTP Status |
|------------------|--|----------|---|---------------------|-------------------|------------------|----------------|--------------|-----------------|----------------|---|---|------------------|
| | | | | | Type [§] | Phase | Capital Cost | O&M (Annual) | | | 2015 Annual Update Implementation Year* | 2016 Annual Update Implementation Year* | |
| Not Mapped | IRP - Bus Passenger Seat Replacement | | Improve the riding comfort of passengers and replace soiled cloth seats. Replacement of Passenger Seats for an additional 320 buses. | | | Division 72 | \$0 | | | | | | |
| Not Mapped | IRP - Bus Solar Panels | | Procurement and installation of Bus Solar Panels. Reduces battery usage and bus failures due to "no starts". Improves the reliability of the fleet. Cost may be less due to age of certain buses in the fleet. | | | Division 72 | \$0 | | | | | | |
| Not Mapped | IRP - Metromover Inner Loop Guideway Painting | | Provide all the necessary labor, equipment, and materials to repaint all the existing steel girders supporting the guideway of Metromover's Inner Loop. The scope of work will include surface preparation (removal of all loose coating material, water soluble salts and rust), furnishing and applying the selected coating system and subsequent testing thereof. The existing steel girders will be repainted for the entire length of Metomover's Inner Loop, which is approximately 1.9.miles long. | | | Track & Guideway | \$12,710 | | | | | | |
| Not Mapped | IRP - Metromover Omni Extension Guideway Painting | | Provide all the necessary labor, equipment, and materials to repaint all the existing steel girders supporting the guideway of Metromover's Omni Extension. The scope of work will include surface preparation (removal of all loose coating material, water soluble salts and rust), furnishing and applying the selected coating system and subsequent testing thereof. The existing steel girders will be repainted for the entire length of Metomover's Omni Extension, which is approximately 1.4.miles long. | | | Track & Guideway | \$10,490 | | | | | | |
| Not Mapped | IRP - Metrorail Steel Box Girder Guideway Painting | | Provide all the necessary labor, equipment, and materials to repaint all the existing steel box girders supporting the guideway of the Metrorail Mainline. The scope of work will include surface preparation (removal of all loose coating material, water soluble salts and rust), furnishing and applying the selected coating system and subsequent testing thereof. The existing steel box girders are located at specific locations Metrorail's 22.6 mile long Mainline. The Metrorail Mainline has 154 steel box girders out of a total of 2, 796 steel box girders, which equals 5.5.%. | | | Track & Guideway | \$17,400 | | | | | | |
| TOTALCOST (000S) | | | | | | | \$481,267 | \$30,386 | | | | | |

* Projects in **green** have been advanced from their original start date or are new; projects in **red** have been deferred, or cancelled

| 2040 LRTP | |
|--------------|-----------|
| Priority I | 2015-2020 |
| Priority II | 2021-2025 |
| Priority III | 2026-2030 |
| Priority IV | 2031-2040 |

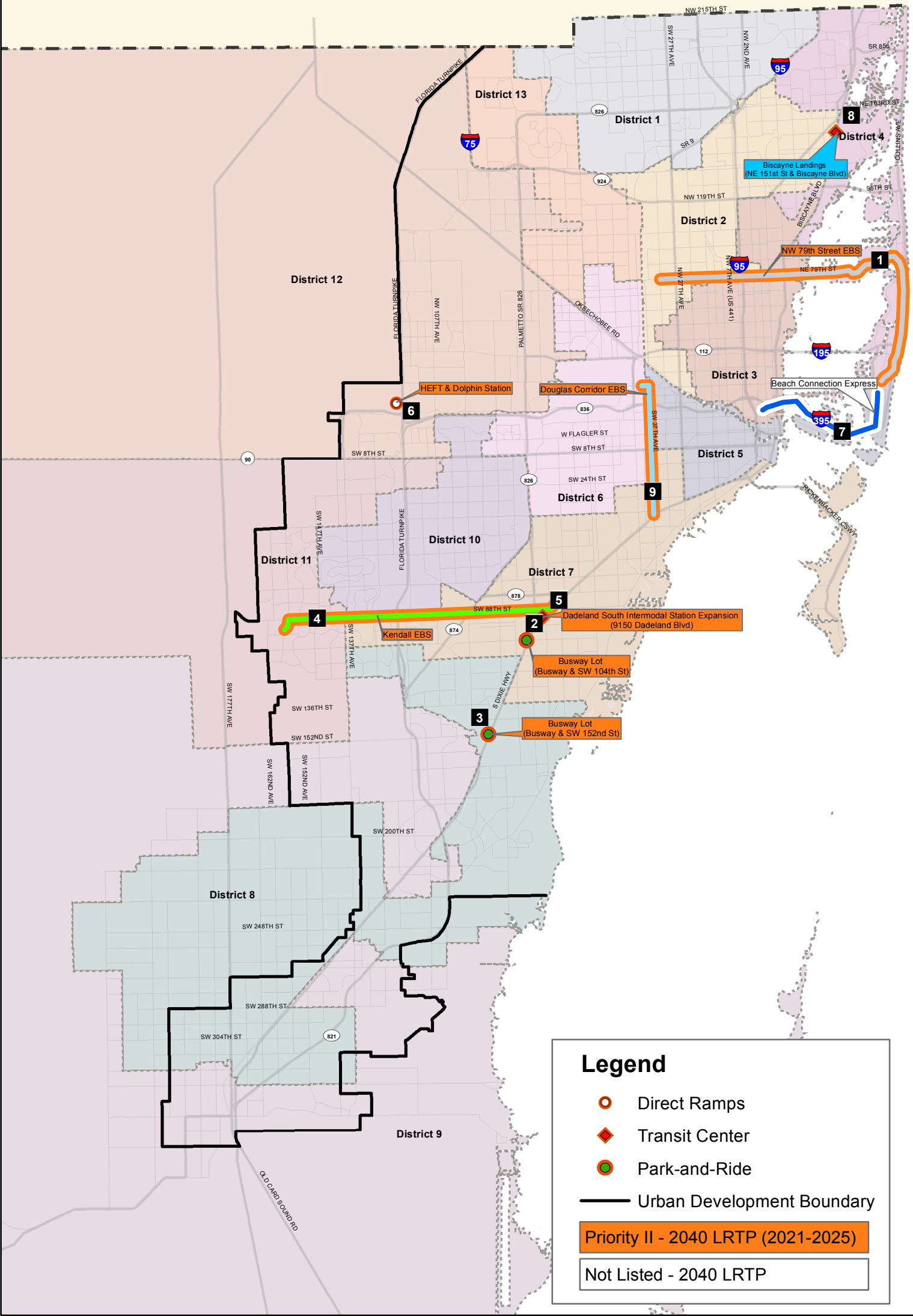
| § Project Type Key | |
|-----------------------------------|---|
| 1. ADA Accessibility Improvements | 8. Metrorail Projects |
| 2. Bus System Projects | 9. New Passenger Facilities |
| 3. Equipment Acquisition | 10. Other |
| 4. Facility Improvements | 11. Park and Ride Improvements and New Facilities |
| 5. Infrastructure Improvements | 12. Passenger Facilities Improvements |
| 6. Mass Transit Projects | 13. Security Improvements |
| 7. Metromover Projects | 14. Service Adjustment |

†† Please note, as per Miami-Dade MPO Resolution Number 31-15, the MPO Board amended the FY 2016 Transportation Improvement Program (TIP) to delete selected Enhanced Bus Service Projects and reallocate said funds to three new projects as follows: "Implementation of Bus Rapid Transit along NW 27th Avenue, Flagler Street, and Kendall Drive Transit Corridors." However, bus purchase components of the Biscayne, Flagler and NW 27th Avenue EBS projects remain funded and are proceeding in order to provide near-term capacity improvements along these corridors.

* Per Miami-Dade MPO Resolution Number 01-15, the MPO Board prioritized this corridor to be evaluated in a Project Development and Environmental (PD&E) Study for the implementation of premium transit. Information in this table is current as of December 31, 2015.

Figure 6-3: Unfunded Transit Projects FY 2017 - FY 2026

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6.4 Moving Forward Together

The Department of Transportation and Public Works (DTPW) is formulating its 2016 Mobility Plan & Vision - Moving Forward Together. It is anticipated that this document will be unveiled in 2016. DTPW is committed to building an efficient and sustainable transit system that meets the travel needs of the residents, businesses and visitors of Miami-Dade County.

The People's Transportation Plan (PTP) identified a total of eight corridors for potential application of premium transit service. To date, only the AirportLink advanced and has been operational since 2012. In the coming year, DTPW will be evaluating different modes and alignments for each one of the remaining corridors in order to begin fulfilling the promises of the PTP. Specific modes, ranging from Bus Rapid Transit (BRT), Commuter Rail Transit (CRT), Light Rail Transit (LRT), and Heavy Rail Transit (HRT) will be analyzed to evaluate a range of feasible costs. These cost estimates will be used to determine what is feasibly affordable within a 30 to 35 year time frame, with available funding sources.

Section 6.4.1 North Corridor. The Florida Department of Transportation (FDOT) will initiate a study to evaluate premium transit (BRT, LRT, HRT) along the North Corridor with the objective of implementing a cost-effective, high-ridership rapid transit system that will be part of an overall interconnected rapid transit network. DTPW will build upon the results of this study and pursue Federal New or Small Starts funds to ensure rapid transit connections to Miami-Dade College (MDC) North Campus and Miami Gardens.

Section 6.4.2 East-West Corridor. Over the years, a number of alignments and modes have been evaluated along the East-West Corridor. During this period, the corridor has gone through substantial changes. For example, Florida International University recently inaugurated a College of Law, a College of Medicine, and a College of Nursing and Health Sciences at the western end of the corridor. The Marlins Park, a revived Calle Ocho, a thriving Miami-Dade College InterAmerican Campus, and a transformed Downtown Miami at the eastern end are some of the examples of the extent to which the East-West Corridor has been transformed, indicating the potential for higher ridership.

More recently, CRT along the CSX corridor was evaluated. A fresh look at all potential options is needed to assess relative cost and benefits of different technologies along different alignments. As a long term vision, once a mode and alignment is established for the East-West corridor, future extensions to the north and to the south along the Homestead Extension of the Florida's Turnpike ROW, as shown in Figure 6-4 Overall Vision Map, will be evaluated. Similarly, the direct linkage between the MIC and Downtown Miami with a possible connection to the Marlins Park, will also be evaluated as a future phase.

Section 6.4.3 Beach Corridor. Recent momentum for implementing a rapid transit solution to connect Miami Beach with the mainland is demonstrated in the commitments by the County and the Cities of Miami and Miami Beach. Currently, the County and the Cities are in the process of approving a Memorandum of Understanding with FDOT that will pave the way for initiating the study phase of this project. While the City of Miami Beach may independently move forward with funding the "Miami Beach Connector" loop in their jurisdiction with local and state dollars, the County may consider pursuing Federal New Starts funding for the "Miami Connector" loop. In the future, these loops can be connected by running an extension of the system through the Julia Tuttle Causeway.

Section 6.4.4 South Corridor. The South Miami-Dade Busway, soon to be rebranded as the South Miami-Dade Transitway (T-Way), is a lifeline for many transit-dependent communities in the South Miami-Dade area. Portions of the existing Busway were built nearly 20 years ago and since then, mobility needs have only grown. DTPW proposes to make immediate investments in this important corridor by designing transit facilities to reflect the adjacent communities and their aspirations for the Corridor. DTPW will initiate a study to evaluate premium transit (BRT, LRT, HRT) along the South Corridor with the objective of implementing a cost-effective, high-ridership rapid transit system that will be part of an overall interconnected rapid transit network. DTPW will build upon the results of this study and pursue Federal New or Small Starts funds to ensure rapid transit connections to the South Miami-Dade Area.

Section 6.4.5 Kendall Corridor. In the coming year, FDOT will initiate a study to evaluate BRT and LRT along the Kendall Corridor with the objective of implementing a cost-effective, high-ridership rapid transit system that will be part of an overall interconnected rapid transit network. DTPW will build upon the results of this study and pursue Federal New or Small Starts funds to ensure rapid transit connections between the Dadeland Area and the West Kendall Area.

Section 6.4.6 Northeast Corridor. The Florida East Coast (FEC) corridor is being evaluated for implementation of the Tri-Rail Coastal Link project which will connect Broward and Palm Beach Counties as well as the northwestern parts of Miami-Dade County to densely populated cities located along Florida's Gold Coast Region (See Figure 6-4). It is Miami-Dade's goal to work with FEC and South Florida Regional Transportation Authority (SFRTA) to jumpstart this service with available resources. Miami-Dade has recently invested \$13 million dollars for construction of the downtown terminal for this service in the Brightline (All Aboard) Station in Downtown Miami. DTPW will continue to work with our partners to introduce commuter service along the FEC as quickly as possible.

Section 6.4.7 Express Bus Network. The success of the I-95 Express Bus Services has demonstrated that transit can benefit from investments in highway infrastructure. In the coming months, a concerted effort will be made to introduce new services, listed in Table 6-4, to more areas of the County such that residents will have more attractive travel options to access major destinations such as employment centers, hospitals, major retail malls, and university/college campuses.

The express bus services will provide superior experience to patrons by ensuring a one-seat ride with travel times comparable to that of using a private automobile. Express bus services will also strive for greater travel time reliability by providing limited-stop transit services.

The goal is to attract people to use healthier, more sustainable methods of transportation. By making transit easy to use, we can improve the passenger experience and make transit more attractive. Figure 6-5 illustrates the overall Express Bus System Vision Plan.

Table 6-3: Unfunded Transit Projects FY 2017 - FY 2026

| Map ID # | Project Name | Location | Project Description Reference MDT10Ahead Major Update Page | Commission District | Project | | Cost (in 000s) | | Number of Buses | Type of Change | Status | | 2040 LRTP Status |
|------------|--|----------|---|---------------------|-------------------|------------------|----------------|--------------|-----------------|----------------|---|---|------------------|
| | | | | | Type [§] | Phase | Capital Cost | O&M (Annual) | | | 2015 Annual Update Implementation Year* | 2016 Annual Update Implementation Year* | |
| Not Mapped | IRP - Bus Passenger Seat Replacement | | Improve the riding comfort of passengers and replace soiled cloth seats. Replacement of Passenger Seats for an additional 320 buses. | | | Division 72 | \$0 | | | | | | |
| Not Mapped | IRP - Bus Solar Panels | | Procurement and installation of Bus Solar Panels. Reduces battery usage and bus failures due to "no starts". Improves the reliability of the fleet. Cost may be less due to age of certain buses in the fleet. | | | Division 72 | \$0 | | | | | | |
| Not Mapped | IRP - Metromover Inner Loop Guideway Painting | | Provide all the necessary labor, equipment, and materials to repaint all the existing steel girders supporting the guideway of Metromover's Inner Loop. The scope of work will include surface preparation (removal of all loose coating material, water soluble salts and rust), furnishing and applying the selected coating system and subsequent testing thereof. The existing steel girders will be repainted for the entire length of Metomover's Inner Loop, which is approximately 1.9.miles long. | | | Track & Guideway | \$12,710 | | | | | | |
| Not Mapped | IRP - Metromover Omni Extension Guideway Painting | | Provide all the necessary labor, equipment, and materials to repaint all the existing steel girders supporting the guideway of Metromover's Omni Extension. The scope of work will include surface preparation (removal of all loose coating material, water soluble salts and rust), furnishing and applying the selected coating system and subsequent testing thereof. The existing steel girders will be repainted for the entire length of Metomover's Omni Extension, which is approximately 1.4.miles long. | | | Track & Guideway | \$10,490 | | | | | | |
| Not Mapped | IRP - Metrorail Steel Box Girder Guideway Painting | | Provide all the necessary labor, equipment, and materials to repaint all the existing steel box girders supporting the guideway of the Metrorail Mainline. The scope of work will include surface preparation (removal of all loose coating material, water soluble salts and rust), furnishing and applying the selected coating system and subsequent testing thereof. The existing steel box girders are located at specific locations Metrorail's 22.6 mile long Mainline. The Metrorail Mainline has 154 steel box girders out of a total of 2, 796 steel box girders, which equals 5.5.%. | | | Track & Guideway | \$17,400 | | | | | | |
| | | | | | TOTALCOST (000S) | | \$481,267 | \$30,386 | | | | | |

| § Project Type Key | |
|-----------------------------------|---|
| 1. ADA Accessibility Improvements | 8. Metrorail Projects |
| 2. Bus System Projects | 9. New Passenger Facilities |
| 3. Equipment Acquisition | 10. Other |
| 4. Facility Improvements | 11. Park and Ride Improvements and New Facilities |
| 5. Infrastructure Improvements | 12. Passenger Facilities Improvements |
| 6. Mass Transit Projects | 13. Security Improvements |
| 7. Metromover Projects | 14. Service Adjustment |

†† Please note, as per Miami-Dade MPO Resolution Number 31-15, the MPO Board amended the FY 2016 Transportation Improvement Program (TIP) to delete selected Enhanced Bus Service Projects and reallocate said funds to three new projects as follows: "Implementation of Bus Rapid Transit along NW 27th Avenue, Flagler Street, and Kendall Drive Transit Corridors." However, bus purchase components of the Biscayne, Flagler and NW 27th Avenue EBS projects remain funded and are proceeding in order to provide near-term capacity improvements along these corridors.

* Per Miami-Dade MPO Resolution Number 01-15, the MPO Board prioritized this corridor to be evaluated in a Project Development and Environmental (PD&E) Study for the implementation of premium transit. Information in this table is current as of December 31, 2015.

* Projects in **green** have been advanced from their original start date or are new; projects in **red** have been deferred, or cancelled

| 2040 LRTP | |
|--------------|-----------|
| Priority I | 2015-2020 |
| Priority II | 2021-2025 |
| Priority III | 2026-2030 |
| Priority IV | 2031-2040 |

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Overall Vision

DRAFT

